

## Canadian Pacific Augments Ocean Cargo Fleet



(1) S.S. "Beaverburn" taking the water. (2) Mrs. E. R. Peacock about to christen the "Beaverburn." With her is Captain Gillies (right), and Sir Geo. McLaren Brown in background. (3) S.S. "Beaverdale" gliding down the way.

The market growth of ocean trade between Great Britain and Canada via the St. Lawrence route has prompted the Canadian Pacific, in their building estimates for 1927-28, to augment their fleet of freight steamers with five modern twin-screw cargo vessels. The new ships will be of the "Beaver" class and will represent the highest type of express steamer to be used in maintaining a weekly service from London and continental ports, working strictly to schedule and ensuring definite arrival dates.

Three of these steamers have been launched, the "Beaverburn" on September 27, at Dumbarton, Scotland, and the "Beaverdale" the following day at Newcastle-on-Tyne, England, and the "Beaverford" on October 27. Launching of the remaining two ships will be scheduled to take place shortly afterwards.

These five vessels constitute five of the ten ships under construction for the Canadian Pacific, the others being four 21,000-ton ocean passenger steamers of the "Duchess" class and the tenth the "Princess Mary" to be placed in the Pacific Coast service of the company. The new ships will comprise a total gross tonnage of 104,000 tons and will cost approximately \$25,000,000.

The new freighters will be operated out of Montreal in summer and Saint John, in winter, to London and Continental ports on a weekly service. Their speed will be 11 knots, maintained in all weathers, and the voyage should be made in 9½ days. Normally the steamers will carry a deadweight of about 10,500 tons at a draft of 27 ft., but should the need arise, as much as 13,000 tons may be carried on the maximum load draft.

The principal dimensions are: Length over water-

line, 512 ft., moulded beam, 61 ft. 6 ins., depth to upper deck, 40 ft. 6 ins., and gross tonnage, about 10,000.

By means of the "Beaverburn," "Beaverdale" and sister ships, the speediest shipping of Canadian fruits and perishable farm produce, will be effected. Fruit picked in Ontario can be placed on the London breakfast table in 11 days or 13 days later in the case of fruit and vegetables from the British Columbia areas. The same rapidity of shipment will apply to cheese, ham, bacon and lard; to cereals, lumber, timber and manufactured articles. Modern refrigerating plants are required for ideal transportation of fruit and perishable produce, and such plants are a feature of the new cargo steamers.

They will give the Canadian shipper a highly efficient, economic service, rapid loading and unloading, cold storage, floating suction and elevator plant for grain, and—the biggest market in the world. Greater London with its 14,000,000 inhabitants, its voluminous barge service up and down the East Coast from Yorkshire to Dover and its waterways into the Midlands, serves at least one-half the entire population of Great Britain, and is continually growing and continually clamoring for more and more overseas foodstuffs. The Canadian exporter will readily avail himself of the opportunities now afforded by the Canadian Pacific's new fleet of perfectly equipped vessels. From his orchard, dairy, farm or shed his produce will be shipped all the way by Canadian Pacific organization. It may justly be said that, from the time his box, basket, or bale is packed, to the time it is displayed on the London market, it has been under the care of the Canadian Pacific.

## Road to the City

Raymond theatre fans were liberal in their patronage of the drama, "The Road to the City" presented here last Wednesday by the Stirling M. I. A. Miss Teddy Brandley, director of the play, should feel encouraged with the success of the production. The play was of the real old time type with all the thrills of strange men peeking in windows, revolver displays, a cliff handy, over which the villain nearly falls in an attempt to murder his wife; and all the romance of two or three love affairs, and the eternal triangle.

The cast did full justice to the play. In fact they did remarkably well with it, and we will look forward to their next production with much anticipation. "The Road to the City" is refreshing in that it reminds one somewhat of that melodrama where the villain slays the lady's parents in the first act, ties her to a railway track in the second, threatens her with a buzz saw in the third, and then asks plaintively: "Nelly, why do you fear me?" However in the production last Wednesday the dreadful parts turn out to be only a dream. The heroine really turns down the villain, marries the right man, and the road to the city ends before it leaves the country. The numbers between acts by Miss Teddy Brandley and Mrs. Wilford Brandley were good.

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